

DRINK - - -

THE ONLY GENUINE

'TANSAN'

WHICH BEARS THE NAME OF
J. CLIFFORD-WILKINSON.
BEWARE OF SPURIOUS
IMITATIONS
which are unpalatable and sometimes
dangerous.

Per Case of 48 Pints \$8.50
Per Dozen Pints \$1.70
Per Case of 100 Splits \$3.00
Per Dozen Splits \$1.10

TANSAN GINGER ALE.

Experts Testify That

TANSAN MAKES THE MOST
WHOLESALE AND
PALATABLE

GINGER ALE IN THE WORLD.

PER CASE 48 PINTS \$7.75
PER DOZEN PINTS 1.95
PER CASE 50 SPLITS 5.25
PER DOZEN SPLITS 1.30

SAMPLES ON APPLICATION.

SOLE AGENTS:

H. PRICE & CO.,
Wine and Spirit Merchants,
13, QUEEN'S ROAD CENTRAL.

POWELL'S

Gentlemen's
Department

28, QUEEN'S ROAD.

SPECIAL VALUE

DRESS SHIRTS

\$3.50 each, \$20.00 1/2 Doz.

Made in Londonderry, of
beautifully Soft Long-
cloth, with pure Irish
Linen Front and Collar.

PERFECT

FITTING

THE MOST COMFORTABLE
SHIRT PROCURABLE.

POWELL'S

(Opposite the Clock Tower)

QUEEN'S ROAD,

HONGKONG.

The SAVOY, LIMITED.

SPRING
OPENING.

WEDNESDAY,
14th instant.

MILLINERY, FLOWERS..

Sun Shades

Dress..

Materials,

&c., &c., &c.

THE SAVOY, Ltd.,

Queen's Road
Central.

TO SMOKERS.

It is a well-known fact, admitted by the
EGYPTIAN CIGARETTE MANU-
FACTURERS themselves, that Cigarettes
imported from Egypt are made from
TURKISH TOBACCO, which is subject
to a heavy Import Duty in Egypt. Hong-
kong being a Free Port tobacco can be
imported free of duty.

Two Good Reasons why it is advan-
tagous to Smoke
ny Cigarettes.

1.—Cheapness of my Cigarettes compared
to imported cigarettes, owing to tobacco
being admitted duty-free into Hongkong,
and that you are buying direct from the
Manufacturer, doing away with middlemen's
profits.

2.—Freshness of my Cigarettes, as they
are made daily for each day's consumption,
which makes it impossible to have an old
stock of Cigarettes; as is very likely with
imported Cigarettes.

The following is a list of my Cigarettes
made from the Best Turkish Tobacco at
from 40% to 60% cheaper than imported
cigarettes of equal quality.

NAME	SIZE	PACKED IN BOXES OF	PRICE PER 100
Great Britain.....	large	50	\$4.50
Venus.....	large	50 & 100	3.00
Hongkong Club (cork tipped).....	large	50 & 100	3.00
Admiral.....	medium	100	2.40
Princess.....	gold tipped (ladies).....	small 100	2.00
Flor de Oriente, with tubes (ladies).....	small 100		2.00
Military (gold tipped).....	medium 100		2.00
Germania.....	medium 100		1.80
Paris.....	small 100		1.50
The Peak Tram- way.....	medium 100		1.50
Emperor of China (gold tipped).....	medium 100		1.20
Lusitano.....	medium 100		1.90

We also make cheap cigarettes of second-
grade Turkish Tobacco at \$8.00 per 100.
—Minimum Quantity sold—1,000

To Messrs, Clubs, Hotels and all large
Buyers, Special Terms are allowed.

T. E. P. SPYROPULOS,

9, Beaconsfield Arcade.

(OPPOSITE THEATRE ROYAL)

CHARGES

OF THE

PARIS TOILET CO.

QUEEN'S ROAD CENTRAL.

GENTLEMEN'S SALOON.

Hair Cutting \$0.60
Shaving 0.25
Champooing 0.25
Aromatique Friction..... 0.25

LADIES' SALOON.

Hairdressing \$1.00
Champooing & Dressing... 1.50
Hair Waving-Marcel..... 3.00

HAIR WORK OF EVERY

DESCRIPTION IN 24 HOURS NOTICE.

Hongkong, March 14, 1906. 451



ESTABLISHED A.D. 1841.

A. S. WATSON & Co., Ltd.

WINE & SPIRIT MERCHANTS.

SCOTCH WHISKY.

WATSON'S

Celebrated



VERY OLD LIQUEUR

SCOTCH

WHISKY.

A blend of the finest WHISKIES

distilled in SCOTLAND

OF GREAT AGE.

MELLOW AND FINE FLAVOUR.

Pronounced by Connoisseurs to be the
BEST WHISKY in the FAR EAST.

Per Dozen \$16.50.

The following are also recom-
mended, and are unsurpassed in
quality and price—

Per Doz.

A.—Thorne's Blend...\$12.00

B.—Glenorchy, Mellow

Blend, a fine 'Soda

Whisky of great age 12.00

C.—Aberlour-Glenlivet 13.50

D.—H.K.D. Blend of

the Finest Old Malt

Scotch Whiskies ... 16.00

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS

BIRTH.
NOLAN.—At the Government Civil
Hospital, on March 18th, the wife of N.
G. NOLAN, of a Daughter

MEMOS. FOR TO-MORROW.

Auctions.
Noon.—Auction of Leasehold Property,
at Messrs. Hughes & Hough's Sales
Rooms.
2.30 p.m.—Auction of Old Pekin Carica,
at Messrs. Hughes & Hough's
Sales Rooms.

Amusements.
9 p.m.—Performance at City Hall.

Miscellaneous.
Goods per Gregory Apcar undelivered
after 4 p.m. on this date will be landed

General Memoranda.

WEDNESDAY, March 21—
2.30 p.m.—Auction of Household Furni-
ture, at 'Glennesk' & No. 4, Sey-
mour Road.
Goods per 'Merionethshire' undelivered
after this date subject to rent.

THURSDAY, March 22—
2.30 p.m.—Auction of Silver, Ivory, Lac-
quer & Sardwood Ware, &c., at Mr
Geo. P. Tammey's Sales Rooms.
2.30 p.m.—Auction of German Beer,
&c., at Mr F. Kiese's Sales Rooms.

SAUNDAY, March 24—
11.30 a.m.—Meeting of Green Island
Cement Co., Ltd., at Co.'s Office.
Noon.—Meeting of China-Borneo Co.,
Ltd., at Co.'s Office.
Noon.—Auction of Rough Lumber from
ex a 'Canja', &c., at the Hongkong &
Kowloon Wharf & Godown Co.'s
Premises.

MONDAY, March 26—
2.30 p.m.—Meeting of His Majesty's
Justices of Peace at Magistrate's.

WEDNESDAY, March 28—
3 p.m.—Auction of Leasehold Property,
at Mr Geo. P. Lammer's Sales Room.

SAUNDAY, March 3—
Noon.—Meeting of Luzon Sugar Refining
Co., Ltd., at General Agent's Office.
Noon.—Meeting of Campbell, Moore &
Co., Ltd., at Co.'s Office.
Transfer Books & Register of Members
of The National Bank of China, Ltd.,
close from this date to 14th April in-
clusive.

SAUNDAY, March 7—
8 p.m.—Annal Dinner of Devonian
Society, at Hongkong Hotel.

SAUNDAY, April 14—
Noon.—Meeting of National Bank of
China, Ltd., at Co.'s Premises.

The China Mail.

HONGKONG, MONDAY, MARCH 19, 1906.

OLD AGE PENSIONS.

As a result of the advent of the Labour
Parties in the British House of Commons
resolutions affirming the desirableness
of payment of members and the es-
tablishment of a system of old age pen-
sions were recently adopted by large
majorities. The suggested payment of
Members of Parliament need not be
considered now. There is little like-
lihood of it becoming more than a sug-
gestion for a considerable time to come.
Old age pensions stand on a different
footing. In every community there are,
unhappily, very many men and women,
who, when overtaken by old age, are
confronted with starvation or something
akin to it. Sometimes it is argued that
they have been thrifless and that they de-
serve the hardships which they have to
undergo. Such reasoning is not only
heartless but is based on false premises.
Those who have resided in any of the
great industrial centres of the Old
World are aware that a large percentage
of the population is constantly so close
to the verge of starvation that to sug-
gest that they should make provision for
the time when their powers had waned
would be but a bitter mockery. The
principle that these people have a right
to expect the community, to the wealth
of which their labours have contributed,
to sustain them in their old age is af-
firmed by a great number of thinkers,
especially in new countries such as
America and Australia. But a great
deal would be lost morally if every man
or woman had the consciousness always
before them that at a certain age, if
they had not been detected in a breach
of the laws of the land, they would au-
tomatically be relieved from worry as to
the future. No practicable scheme of
old age pensions could make the pension
large enough to warrant workers in
looking forward to the time when they
should receive it, with anything like
pleasurable anticipation, but it has to be
borne in mind that in Great Britain
there are tens of thousands who are
even now earning very little more than
enough to keep body and soul together.
Some of these have a most commendable
horror of the humiliation which the
receipt of charity is thought to involve

and they manage, by heroic self-sacrifice,
to make some insurance for the coming
years. Should however a pension fall
to them as a right the incentive for the
display of this enabling attribute would
disappear. In some quarters it is
argued that this is one of the matters
which is quite outside the province of
Government. They claim that to make
charity a matter of taxation is to strip it
of all the beauty that caused the Great
Teacher to say "and the greatest of these
is charity." On the other hand there is
justice in the argument that it is ob-
viously unfair to let the burden of
encouraging the unfortunate fall upon
the shoulders of those whose consciences
impel them to bear it while others, who
are equally, or perhaps better able to
sustain it, evade their duty. A Com-
mission which has been taking evidence
on the subject in Tasmania had before it
as a witness the Government's statis-
tician. According to a writer in the
Australasian "he must be re-
garded as the most remarkable among
the witnesses, for he propounded a
theory which will, no doubt, be jumped
at by those who are supporters of this
pension system, though I quite fail to
see that he makes out a case." The
article continues: "He holds that a
man who has worked for a certain num-
ber of years has established a claim on
the community for support in his old
age, apparently whether he has saved or
spent his earnings as fast as he received
them. It is true that the statistician
says that he would not give a pension
to drunkards, but there are many ways
in which money can be wasted besides
in drinking, and moreover, it would be
rather hard to define what a drunkard
is, for many people spend a great deal
in drink who are never so drunk as to
be the cause of disgrace to themselves.
There seems to be a general agreement
among the managers of our charitable
institutions that the pensions would not
help them, for they have, evidently, no
faith in the self-restraint of recipients.
These managers incline to the opinion
that the pensions will be really spent as
they are paid, and that the charity
business will remain very much as it is
at the present time. It is curious to
note that very little stress is laid on
what may be called the moral side of
this business, that is, of the effects of
removing all necessity for saving or
careful living during the time of
vigorous life. No one seems to think
that this is any part of the question, yet
I should say that it is the most im-
portant part of it. To me it seems
evident that if a Government is to
provide for people in distress it has the
right to see that they do not waste their
means or live in idleness. There are,
certainly, two sides to the question. I
may add that if the pension has been
earned, and is a matter of right, as some
maintain, then the Government is bound
to pay it, and ask no questions. But
this is what no one purposes, so that we
may conclude that there is not much
consistency on the part of the advocates."
So great are the difficulties in the way
of arriving at a scheme which would work
equitably that it may be expected that
it will be a long time before anything is
done in the British Parliament more
definite than the passing of the abstract
resolution referred to at the commence-
ment of this article. Politicians are
wise in their generation. They recog-
nise that it is much easier to affirm the
desirableness of a principle than to
crystallize it into a legislative enactment.

A lady writer in an exchange—it is
marvellous by the way what weird in-
formation they manage to get hold of—
declares that men's clubs are not
flourishing exceedingly now-a-days, the
reason being that men have been giv-
ing marriage some consideration lately,
and it is rather "good form" for a
man, not only to have a home of his
own, but to spend his evenings in it.
As far as I can gather (by tactful and
well-directed questionings) men's clubs
don't provide the attractions they used
to. Young and energetic men who
enter the reading and smoke rooms,
and the cosiest chairs, and the com-
fortable places by the window or fire-
side, occupied by sour-faced, irascible,
old bachelors, who, having been mem-

bers of the club for many decades,
look upon the best of everything as
their right. The gay and giddy stories
which used to circulate in the smok-
ing rooms of men's clubs (if the wives
are to be believed) now are heard no
more. The old men puff away in
silence, and the younger members have
not the temerity to break it. Young
men can't be supposed to "put up
with much of this sort of thing," so
they bask themselves in couples to
the golf-links by day, and to bridge-
parties in the evening. Soon the
thought of "a dainty little cot, set
around with trellised vine," and
"Dorothy in her dinner-gown" to
welcome him in the twilight (or what
does duty for it in these climates), takes
possession of first one, and then the
other. Married men are not the club
frequenters they used to be, and the
marriage of its pet bachelors is a sad
blow to a club in these days of domesti-
city. If this fair writer could pay a visit
to the average Far Eastern Club any
day at noon her pessimism would prob-
ably be dispelled. She would see
that they are still staggering along in
some sort of a way and need not keep
a watchful eye lest the bailiff heave
over the horizon.

Defenders of what is known as
"Yellow" journalism declare that the
public demand for "news" of the type
which is supplied by this particular
class of paper is so enormous that it
justifies its existence. This is a very
grave reflection upon the American
people. It is in America that the yellow
journal flourishes and a lance through
some of the columns which have recently
been devoted to Miss Roosevelt and
her betrothed suggest that it would be
difficult for any other country to achieve
the same pinnacle of pre-eminence in
yellowishness. Undoubtedly the public
are interested in the movements of the
daughter of the President of the United
States but is it conceivable that every
little detail of her daily life is a matter of
concern to anyone outside her immediate
friends? One paper publishes the
following timetable, showing how the
bride spent twelve hours:—
Arrived in Jersey City at 12.51
Waited ten minutes for ferry 1.20
Reached West Twenty-third
street ferry 1.20
Drove in automobile cab to Sherry's
arriving 1.35
Thence to the St. Regis, arriving 1.50
Luncheon with Mrs. Cornelius
Vanderbilt 2.10
Sent away Mr. Longworth 2.10
Started for St. Regis with Mrs.
Vanderbilt 4.20
"Shopped" at a Fifth avenue
milliner's from 4.30 to 4.50
Tried on gowns at her modiste's
from 5 to 5.40
Dressed for dinner at Robert
Goetz's from 6 to 7.16
Arrived at Sherry's for a dinner
given by the Cornelius
Vanderbilts 7.35
Arrived at the opera 9.15
Went to supper at Sherry's 11.40
Returned to the Goetz's 12.51
The "North American" uses the
following head lines—among many
others—to describe a day spent at Mr.
Longworth's Haverford residence:—
MISS ROOSEVELT IN
COUNTRY RESTS; HAS STROLL
WITH "NICK."
LONGWORTH, AT HER REQUEST,
KEEPS HAT ON AS CAMERA
EYE-WINKS.
Now would the great American
public lose its sleep o' nights if it were
debarred from knowing that this esti-
mable young lady arrived at Sherry's
at 1.35? What would have happened if
the tyre had punctured and the
automobile cab had been delayed until
1.40 or perhaps—horrible thought—
later? Of course it may be that it is
only our effete conservatism which
prevents us from realising the value of
news of this type. But we have been
cursed with a somewhat high ideal of
journalism—we are old fashioned enough
to think that it hardly adds to the dignity
of the profession for its members to
tear frantically round a city, stop-
watches in hand, timing the movements
of any young lady, even though she be
the daughter of a President.

Information Wanted.
"Looker here, young fellow," said
Deacon Korteop. "You bin a makin' up to
our Bethy for some time."
"Yes, sir," replied the bashful young
farmer.
"Waal, I want to know of you're goin'
to marry her."
"Gosh, so do I; but I jest hain't got
the gumption to ask her."

LOCAL AND COAST NEWS.

The s.s. "Glenogle" reports a dense
fog outside.

A Chinaman was sentenced to three
weeks' gaol with six hours in the stocks,
at the Magistrate's this morning, for snatch-
ing \$355 from a money-changer's shop at
Queen's Road Central.

A coolie was convicted on a charge of
stealing seven brass rings from No 44
Mount Gough, at the Magistrate's this morn-
ing, at the instance of the Hon. Mr C. W.
Dickson. He was sentenced to three
weeks' gaol with six hours in the stocks.

Junk Held up in the Harbour.

A junk was held up in the harbour
yesterday afternoon, off West Point, by a
gang of men armed with knives and fight-
ing irons. The crew were completely over-
powered and the robbers made off with
\$82 in cash and goods. They were, how-
ever, subsequently captured by the water
police and on being brought up, at the
Magistrate's, this morning, the case was
remanded.

The Kowloon-Canton Railway.

The Victoria of Canton is reported to
have to wired the Peking Government
advising them to leave the construction of
the Kowloon-Canton railway in the hands
of the British, owing to the repeated re-
presentations which have been made by the
British and in view of the approaching com-
mencement of the work in Kowloon. The
Victoria has had a conference, with Chang
Pat Sze, Minister of Commerce, at which
it was decided to proceed with the prelimi-
nary arrangements in the third moon, in
order the work of construction may
commence at both ends simultaneously.

Claim Against a Silk Merchant.

A few days ago we reproduced a para-
graph from a Canton paper referring to a
claim being made by an Italian firm against
Leong Lai Nam, a prominent silk merchant
of Canton, for \$4000, which it was alleged
had been paid him as a loan. We are
informed from Canton that Leong Lai Nam
was asked to invest the sum for the Italian
firm, and he did so placing it with the Lee-
Cheong Finance. This firm went bank-
rupt later, but fortunately Leong was able
to produce the receipts for the money he
invested, and which the Italian firm now
declares was given to him as a loan. Leong
is said to be one of the oldest and best
known silk merchants in Canton and has
always borne an excellent character in
business.

THE KOWLOON SCHOOL.

Annual Prize Giving.

The annual prize giving in connection
with the Kowloon-British School took
place at noon to-day in the presence of a
good attendance of pupils, parents, and
people interested in the school. Mr E. Irving,
Inspector of Schools, presided, and was
accompanied by Mrs Irving, Mr Bray, and
Mr B. James, Head Master of the School.
The older girls having rendered a part song
very nicely the prizes were distributed by
Mrs Irving, to the successful scholars.
The Chairman, addressing the pupils,
then said that he congratulated them on
having recovered from the recent sickness
that had "affected the attendance at the
school, and but for which the attendance
would have been greater than last year.
Mr James had informed him that the
attendance had reached eighty which was
very satisfactory. There had never been
more than seventy before and this increase
was all the more satisfactory when it was
remembered that a school started on the
other side of the harbour had
taken away a good many of their
older boys. He considered that the general
work that had been accomplished was very
satisfactory to say nothing about the
singing, of which the Organist of St
John's Cathedral, who had drawn
up a special report, spoke in the highest
terms. The prize list showed that the
scholars had spent their time profitably and
he specially desired to congratulate the boy
who had won the prize for the greatest
progress, (Willie Kerr) for he must have
been very diligent indeed. In conclusion
he desired to thank the parents present for
their attendance and hoped that they would
have the pleasure of seeing them there in
increased numbers next year.

Miss Eva Roger then presented Mrs
Irving with a pretty bouquet, and
proceedings were terminated by the sing-
ing of the National Anthem by the pupils.
The prizes (this list of which we regret
we are unable to publish owing to presswork
space) were given by Mr J. M. R.
Smith, Hon. Mr R. Shewan, Hon. Mr
C. W. Dickson and Dock Company.

Disappointing.

Elsie: "So you consider him mislead-
ing and disappointing? Why?"
Ed: "Well, he had me on tenter-
hook all night in expectation that he was
going to ask me to go to the theatre."
"And didn't he?"
"No; he only asked me to marry him."

STEARNS' WINE OF COD LIVER OIL.

It is the greatest strengthener of the
age. It is a standard remedy in all civil-
ized countries, for its superior qualities
have made it world famous.

RHEUMATISM CAN BE CURED.

THERE is no disease which inflicts more
torture than rheumatism and there is
probably no disease for which such a varied
and useless lot of remedies have been sug-
gested. To say that it can be cured is
therefore a bold statement to make but
Chamberlain's Pain Balm, which enjoys an
extensive sale in this country, has met with
success in the treatment of this disease
wherever it has been tried. One or two
applications of this balm will relieve the
pain and hundreds of sufferers from this
disease (even to permanent cure by its use).
For sale by all chemists and druggists.

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

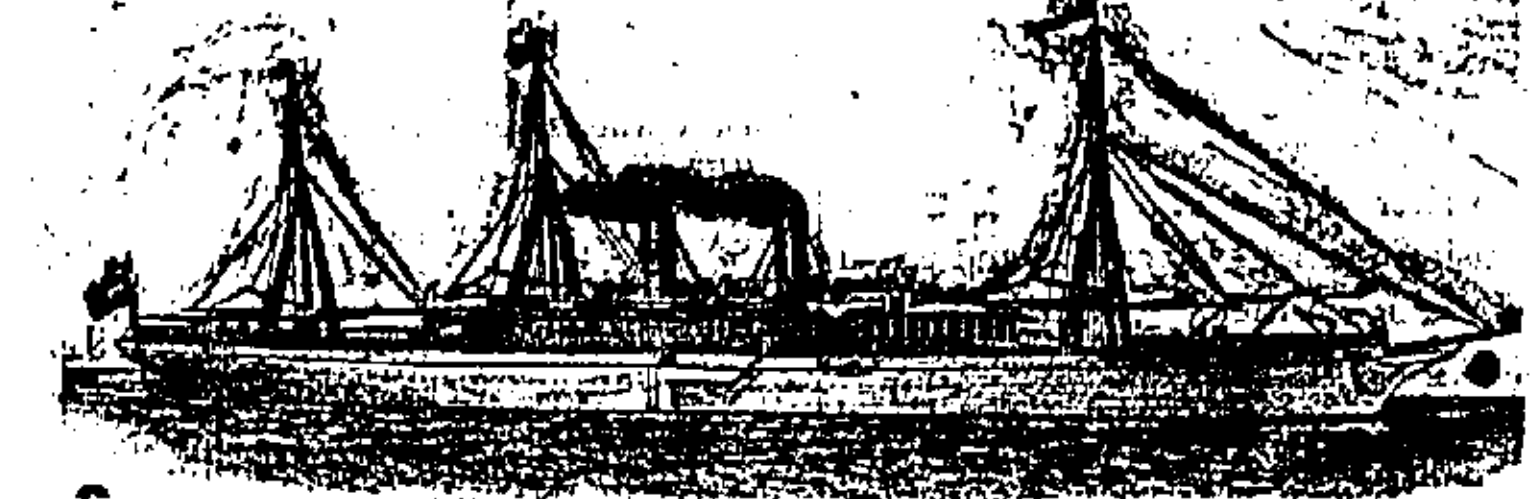
WILL despatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA, via SHANGHAI, POONA, 7233 tons.	ARCADIA, 6603 tons.	About 20th March.	Freight only.
MOJI AND KOBE	C.R. LONDON, R.M.R.	March.	Passage.
SPANGHAI	ARCADIA, 6603 tons.	About 23rd March.	Freight and Passage.
LONDON, &c.	DELTA, 8053 tons.	Noon, 24th March.	By Special Advertisement.
LONDON & ANTWERP, via Suez, Panama, Colon, Port Said & Marseilles	FORMOSA, 4045 tons.	About 28th March.	Freight and Passage.

E. A. HEWITT, Superintendent

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY SPEED-PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 12 Days across the Pacific to the EMPRESS LINE, SAVING 3 to 7 Days Ocean Travel.

12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. EMPRESS OF CHINA.....	6000 TONS WEDNESDAY, Mar. 18, 1908.
ATHENIAN.....	3382 TONS WEDNESDAY, April 11, 1908.
EMPEROR OF INDIA.....	6000 TONS WEDNESDAY, April 15, 1908.
MONTEAGLE.....	6000 TONS WEDNESDAY, May 2, 1908.
EMPEROR OF JAPAN.....	6000 TONS WEDNESDAY, May 9, 1908.
R.M.S. TARTAR.....	4425 TONS WEDNESDAY, May 23, 1908.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PACIFIC OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....via St. Lawrence £90. via New York £82. Intermediate on Steamers.....£40. £48. and 1st Class Rail.....£20. £28.

R.M.S. MONTEAGLE, TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to CORNER PRINCE STREET and FRANK, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
SHANGHAI, via SWATOW, KUNSHANG, TUESDAY, Mar. 20, Daylight.		
SINGAPORE, PENANG, AND CALCUTTA, KUNSHANG, TUESDAY, Mar. 20, at 3 p.m.		
SHANGHAI, via SWATOW, HANGSANG, WEDNESDAY, Mar. 21, at 4 p.m.		
SINGAPORE, PENANG, AND CALCUTTA, HANGSANG, THURSDAY, Mar. 22, at 3 p.m.		
MANILA, via SWATOW, LOONGSANG, FRIDAY, Mar. 23, at 4 p.m.		

These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light. Unrivaled Table.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

755

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL.
SHANGHAI, via SWATOW, TUESDAY, Mar. 20, a.m.		
AMOI AND FOCHOW, ANPING, via SWATOW, WEDNESDAY, 21st March, a.m.		
AND AMOI, TAMSUI, via SWATOW, SUNDAY, Mar. 23, 10 a.m.		
SHANGHAI, via SWATOW, THURSDAY, Mar. 23, a.m.		
AMOI AND FOCHOW, TAMSUI, via SWATOW, SUNDAY, April 1, 10 a.m.		

These Steamers have excellent Accommodation for First-class Passengers, and are fitted throughout with Electric Light. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
LYRA.....	4417	G. V. Williams.....	About April 4.
SHAWMUT.....	5008	E. V. Roberts.....	About April 28.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw S.S. Shawmut and Lyra are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to DODWELL & CO., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS. HONGKONG, March 15, 1908.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR J.C. EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL.....	MAISON.....	20th March.
GLASGOW AND LIVERPOOL.....	ANGELUS.....	24th March.
GLASGOW AND LIVERPOOL.....	KINROSS.....	28th March.
GLASGOW AND LIVERPOOL.....	BELLEROPHON.....	4th April.
GLASGOW AND LIVERPOOL.....	CALEDON.....	11th April.
GLASGOW AND LIVERPOOL.....	MOYNE.....	14th April.
GLASGOW AND LIVERPOOL.....	DAVATON.....	18th April.
GLASGOW AND LIVERPOOL.....	HECTOR.....	21st April.
GLASGOW AND LIVERPOOL.....	JASON.....	28th April.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & LIVERPOOL.....	PERLUS.....	20th March.
AMSTERDAM, LONDON & ANTWERP.....	DIOMED.....	27th April.
GENOA, MARSEILLES & LIVERPOOL.....	KINROSS.....	30th April.
AMSTERDAM, LONDON & ANTWERP.....	TELEMACHUS.....	30th April.
AMSTERDAM, LONDON & ANTWERP.....	BELLEROPHON.....	8th May.
GENOA, MARSEILLES & LIVERPOOL.....	HECTOR.....	20th May.
AMSTERDAM, LONDON & ANTWERP.....	CALEDON.....	22nd May.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all TEUCER.....		18th April.
PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.....	TEUCER.....	18th May.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA.....	TELEMACHUS.....	25th March.
PACIFIC COAST.....	KINROSS.....	25th April.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

19

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI.....	SHANGHAI.....	20th March.
MANILA.....	TAKING.....	20th March.
SHANGHAI & CHEFOO.....	SHANGHAI.....	20th March.
SHANGHAI.....	SHANGHAI.....	22nd March.
MANILA, ZAMBAANGA, PT. DARWIN.....	CHANGSHIA.....	26th March.
THURSDAY ISLAND, COCKTOON, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.....	KINROSS.....	31st March.
CEBU & ILOILO.....	KINROSS.....	31st March.
KOBE.....	KINROSS.....	2nd April.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

19

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO.....	2540	R. Rodger.....	Manila, via Amoy.	23rd March, at 10 o'clock a.m.
RUBI.....	2540	R. Almond.....	Manila.	31st March, at 12 o'clock noon.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

29

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST.)

FOR	STEAMERS	TO SAIL
NEW YORK.....	NEW YORK.....	TO SAIL

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

725

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship ARMAND BEHIC, Captain GUERIN, will be despatched for the above ports on or about TUESDAY, the 20th March.

For Freight, apply to G. DE CHAMPEAUX, Agent.

Hongkong, March 15, 1908.

598

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, on OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).		
CHINA.....	10,200 Gross Tons.....	SATURDAY, 24th Mar., at Noon.
* NIPPON MARU.....	11,000 ".....	TUESDAY, 3rd April, at Noon.
DOKU.....	9,600 ".....	TUESDAY, 10th April, at Noon.
* MANCHURIA.....	27,000 ".....	TUESDAY, 17th April, at Noon.
* HONGKONG MARU.....	11,000 ".....	TUESDAY, 24th April, at Noon.
* KOREA.....	18,000 ".....	TUESDAY, 1st May, at Noon.
COPTO.....	9,000 ".....	FRIDAY, 11th May, at Noon.
SIBERIA.....	18,000 ".....	FRIDAY, 11th May, at Noon.
* AMERICA MARU.....	11,000 ".....	SATURDAY, 1st June, at Noon.
* MONGOLIA.....	27,000 ".....	SATURDAY, 1st June, at Noon.

* Twin Screw.

RECORD—FAST TRIPS.

Yokohama to San Francisco.....S.S. SIBERIA, 18,000 tons. September 16-27th 1905, 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu.....S.S. SIBERIA, 18,000 tons. August 16th-20th, 1905, 4 days, 12 hours.

San Francisco to Yokohama.....S.S. SIBERIA, calling at Midway Islands and Honolulu enroute, August 16th-31st, 1905, 15 days, 13 hours.

Yokohama to San Francisco.....S.S. SIBERIA, 18,000 tons. Oct. 13th to 23rd, 1905, 10 days, 10 hours and 53 minutes.

THE P. M. Steamship CHINA, will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 24th March, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

21

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
NICOMEDIA.....	4370	WAGELANN.....	Mar. 23, at Daylight.
NUMANTIA.....	4370	FLEUTMANN.....	April 8, at Daylight.
ARABIA.....	4468	MEYERSTEIN.....	May 1, at Daylight.
ARAGONIA.....	5198	ERST.....	June 6, at Daylight.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

Hongkong, March 10, 1906.

513

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
* BARALONG, LEE.	MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	TUESDAY, 20th March, at Daylight.
* SHINANO MARU, M. J. UENOW.	VICTORIA, B.C. AND SEATTLE, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	TUESDAY, 3rd April, at 4 p.m.
* DEN OF MAINS, SINGER.	MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SUNDAY, 8th April, at Daylight.
* BINGO MARU.	MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	WEDNESDAY, 18th April, at Daylight.
* YAWATA MARU, MATTHESON.	NAGASAKI, KOBE AND YOKOHAMA.	WEDNESDAY, April 18, at Noon.

* Taking Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

103

GREAT NORTHERN STEAMSHIP CO.

FOR SEATTLE, via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS "MINNESOTA" AND "DAKOTA" (Each Tons 20,715 Gross Reg.)

Will be despatched from Hongkong as follows—

DAKOTA, Captain E. FRANKS, On or about MONDAY, 23rd APRIL, 1906.

MINNESOTA, Captain J. H. HARRIS, On or about TUESDAY, 18th JUNE, 1906.

Conveying Cargo to the Pacific Coast, United States and Canadian Overland Common Points; also Passengers to the United States, Europe, &c.

These Steamers are luxuriously fitted with spacious SLEEPING AND STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special Provision is made for the safe transit of SILK, TREASURE and Valuable Cargo; and EXCESSIVE CARGO at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this Line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agent.

Hongkong, March 15, 1906.

106

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI & FOCHOW.

THE Company's Steamship HATYAN.

Captain J. S. MOORE, will be despatched for the above ports on TUESDAY, the 20th inst., at 11 a.m.

For Freight or Passage, apply to DOUGLAS, LAFRAIK & Co., General Managers.

Hongkong, March 10, 1906.

560

MESSAGERIES MARITIMES.

FOR SWATOW, AMOI & FOCHOW.

THE Company's Steamship HATYAN.

Captain J. S. MOORE, will be despatched for the above ports on TUESDAY, the 20th inst., at 11 a.m.

For Freight or Passage, apply to DOUGLAS, LAFRAIK & Co., General Managers.

Hongkong, March 10, 1906.

560

MESSAGERIES MARITIMES.

FOR SWATOW, AMOI & FOCHOW.

THE Company's Steamship HATYAN.

Captain J. S. MOORE, will be despatched for the above ports on TUESDAY, the 20th inst., at 11 a.m.

For Freight or Passage, apply to DOUGLAS, LAFRAIK & Co., General Managers.

Hongkong, March 10, 1906.

560

MESSAGERIES MARITIMES.

FOR SWATOW, AMOI & FOCHOW.

THE Company's Steamship HATYAN.

MONDAY, MARCH 19, 1906.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL-STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
to	Hongkong	from, Colombo to	Marseilles (Brindisi 1 day later)	London (1 day later)
DELTA	March 24	MOULTAN	April 21	April 27
OCEANA	April 7	MARMORA	May 11	May 17
ARCADIA	April 21	VICTORIA	May 20	May 26
DEVANAH	May 5	HIMALAYA	May 23	May 29
DELHI	May 19	INDIA	June 3	June 9
DONGOLA	June 2	CHINA	June 17	June 23
OCEANA	June 16	MOLDAVIA	July 1	July 7
ARCADIA	June 30	MONGOLIA	July 15	July 21

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS.

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
to	Hongkong	London
FORMOSA	March 28	May 12
JAVA	April 11	May 25
DEVANAH	April 25	June 8
DELHI	May 9	June 22
DELTA	May 23	July 6
OCEANA	June 6	July 20

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Calls at Marseilles.

* Carry only First Saloon Passengers.

For Passage, Apply to

E. A. HEWETT,
Superintendent.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, THAMES, GENOA, PORTS in the LEVANT, BLACK SEA and Baltic Ports; North and South American Ports).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.	FOR HAVRE AND HAMBURG.	FOR HAVRE AND HAMBURG.	FOR HAVRE AND HAMBURG.	FOR HAVRE AND HAMBURG.
S.S. SAXONIA	21st March, 1906.	Freight.	S.S. SILESIA	31st March, 1906.
Capt. SACKE			Capt. BAHLE	
FOR HAVRE, BREMEN AND HAMBURG.	FOR HAVRE, BREMEN AND HAMBURG.	FOR HAVRE, BREMEN AND HAMBURG.	FOR HAVRE, BREMEN AND HAMBURG.	FOR HAVRE, BREMEN AND HAMBURG.
S.S. SCANDIA	13th April, 1906.	Freight & Passengers.	S.S. SENEAMBIA	21st April, 1906.
Capt. DOERNER			Capt. PETER	
FOR HAVRE AND HAMBURG.	FOR HAVRE AND HAMBURG.	FOR HAVRE AND HAMBURG.	FOR HAVRE AND HAMBURG.	FOR HAVRE AND HAMBURG.
S.S. SEGOVIA	6th May, 1906.	Freight.	S.S. SEGOVIA	6th May, 1906.
Capt. SCHNEIDER			Capt. SCHNEIDER	

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloons and Cabins suitably lighted throughout by Electricity. Duly qualified Deco and Stewards are carried.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
KING'S BUILDINGS.

AUSTRIAN LLOYD STEAM NAVIGATION COMPANY.

FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, SEZ and PORT SAID.

(Taking cargo at through rates to the BRAZIL, to SOUTH AMERICA, PERU, GUAY, RED SEA, BLACK SEA, LEVANT, GULF and ADRIATIC PORTS).

THE Company's Steamship FERSIA, Captain CHAZZETTO, will be despatched as above on MONDAY, the 2nd of April, p.m. This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to

SANDER, WIELER, & CO.,
Princes' Building.

Hongkong, March 1, 1906.

TOYO KISEN KAISHA

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND SOUTH AMERICAN PORTS.

THE Company's Chartered Steamship GLENFARG, of 5,600 tons, will be despatched for CALLAO (Peru), on TUESDAY, the 10th April, 1906, at Noon.

For further information as to Freight and Passage, apply to

R. MATSUDA,
Manager.

Hongkong, March 1, 1906.

THE CHINA MAIL.

Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD-BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SEZ, PORT SAID.

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1906.
BAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
RUHR	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
GRONAU	WEDNESDAY, 18th July.

ON WEDNESDAY, the 28th day of March, 1906, at Noon, the Steamship BAYERN, Captain TORRES, with MALES, PASSENGERS, SPECIES and CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Monday, the 26th March, and Special will be received on Board until 5 p.m. on Tuesday, the 27th March, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 27th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

To Naples, Genoa, and Gibraltar 1st Class \$21.00, 2nd Class \$11.00, 3rd Class \$6.00.

To Southampton, London, Bremen and Hamburg 1st Class \$24.00, 2nd Class \$14.00, 3rd Class \$8.00.

To New York, via Suez, 1st Class \$44.00, 2nd Class \$24.00, 3rd Class \$14.00.

Via Bremen or Southampton 1st Class \$48.00, 2nd Class \$28.00, 3rd Class \$18.00.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, BRISBANE, SYDNEY, AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1906.
PRINZ WALDEMAR	3237 tons, TUESDAY, 3rd April.
PRINZ SIGISMUND	3302 tons, TUESDAY, 1st May.
WILHELM	4761 tons, TUESDAY, 29th May.

ON TUESDAY, the 3rd day of April, at Noon, the Steamship PRINZ WALDEMAR, Capt. WALTMANN, with Males, Passengers, and Cargo, will leave this Port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

To MANILA 1st Class \$30.00, 2nd Class \$18.00, 3rd Class \$10.00.

To NEW GUINEA 1st Class \$32.00, 2nd Class \$20.00, 3rd Class \$12.00.

To SYDNEY 1st Class \$42.00, 2nd Class \$26.00, 3rd Class \$16.00.

To MELBOURNE 1st Class \$48.00, 2nd Class \$30.00, 3rd Class \$18.00.

To YOKOHAMA 1st Class \$50.00, 2nd Class \$32.00, 3rd Class \$20.00.

To KOBE 1st Class \$52.00, 2nd Class \$34.00, 3rd Class \$22.00.

To YOKOHAMA & back from KOBE to HONGKONG \$110.00 \$100.00.

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

To Europe via Australia and Colombo by Imperial Mail Steamer 1st Class \$90.00, 2nd Class \$55.00, 3rd Class \$35.00.

To Europe via Australia and Vancouver by the O. P. R. Co.'s steamers (from Australia to New York via Vancouver by the O. P. R. Co.'s steamers) and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, PRINZ EITEL FRIEDRICH, WEDNESDAY, March 28.

For SINGAPORE, PENANG, COLOMBO, PRINZ SIGISMUND, WEDNESDAY, April 11.

* Reaching Yokohama in less than 6 Days.

TRANS-PACIFIC THROUGH-TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK, by the O. P. R. Co.'s steamers, P. M. S. Co., O. & O. S. Co., T. E. K. and from NEW YORK to EUROPE by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following rates:-

1st Class \$120.00, 2nd Class \$75.00, 3rd Class \$45.00.

to London via Plymouth or Southampton 1st Class \$120.00, 2nd Class \$75.00, 3rd Class \$45.00.

to Bremen 1st Class \$120.00, 2nd Class \$75.00, 3rd Class \$45.00.

to Paris via Cherbourg 1st Class \$120.00, 2nd Class \$75.00, 3rd Class \$45.00.

to Naples, Genoa, via Gibraltar 1st Class \$120.00, 2nd Class \$75.00, 3rd Class \$45.00.

Norddeutscher Lloyd.

For further Particulars, apply to

MELCHERS & CO., Agents.

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WEEKLY NEWS FOR HOME.

The Overland China Mail.

Published to suit the Department of each English and French Mail Steamer to Europe.

FULL REPORTS.

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.).

117 per Annum (including Postage).

* CHINA MAIL OFFICE.

5, WYNDHAM STREET, HONGKONG.

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OBITUARY OF THE LIVING.

Slain by the Press.

Quite a number of people have had the quaint experience of reading their own obituary notice.

Amongst them is Dr. G. E. Morrison the celebrated correspondent of THE TIMES at Peking who is at present in Hongkong.

He was supposed to have been killed during the Boxer outbreak and THE TIMES eulogised him at great length.

Then there was the case of the beautiful Senorita Tortajada, the Spanish dancer and actress who has gained so many admirers among English theatre-goers by her appearance at the Alhambra and the Palace.

The "obituary" in question was rather a remarkable one on account of the laborious manner in which the writer of it went into details regarding the nature of the fatal accident which had befallen her.

The "obituary" was sent to a London newspaper in the following words:- "Senorita Tortajada, the well-known Spanish dancer, was killed on Thursday at Peking by a bullet fired from the railway station."

At the time of her tragic death on the platform of the Peking railway station at Peking, Senorita Tortajada was engaged in a performance of the "Fata Morgana" in the French standing the fact, however, that the French newspaper published the report of her death at Peking, and wired the news to the London dailies.

The Spanish beauty read of her grim retirement from the world's stage as she sat at early dinner in an hour of repose to the theatre where in an hour or so she was to appear.

When she saw the news of her death, she burst into tears and said: "I am not a woman with a strong will and a strong body, I am a woman who has been extremely nervous."

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Vessels Advertised as Loading.

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March '19.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations.
				Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	\$	185	all 8855
National Bank of China, Limited	99,925	£	7	all 440, sales & buyers
INSURANCE.				
Canton Insurance Office Co., Ltd.	10,000	\$	50	all 8550, sales & sellers
China Trading Insurance Co., Ltd.	24,000	\$	83.33	all 25 8967, sellers
North-China Insurance Co., Ltd.	10,000	£	12	all 5 718, 224, sellers
Union Insurance Society, Ltd.	10,000	\$	250	all 10 8800, sellers
Yangtze Insurance Association, Ltd.	8,000	\$	100	all 60 8180
FIRE INSURANCE.				
China Fire Insurance Co., Ltd.	20,000	\$	100	all 20 885, buyers
Hongkong Fire Insurance Co., Ltd.	8,000	\$	250	all 50 8300, sellers
DOCK, ETC.				
H'kong & Whampoa Dock Co. Ltd.	60,000	\$	50	all 2183
Geo. Farwick & Co. Limited.	18,000	\$	25	all 25 821, or div.
New Amoy Dock Co., Ltd.	10,000	\$	61	all 61 8167, buyers
S. C. Farmanham, Esq. & Co. Ltd.	55,703	Tls.	100	Tls. 100 210
STEAMSHIP, RUGS, ETC.				
China and Manilla S. S. Co. Ltd.	80,000	\$	25	all 25 2183, or div., sales
Douglas Steamship Co., Limited	20,000	\$	10	all 10 840, buyers
H.K. Co. & M. Steamboat Co., Ltd.	80,000	£	15	all 15 824
Indo-China S. N. Company, Limited	10,000	£	10	all 10 894, sellers
Star Ferry Company, Ltd.	10,000	\$	10	all 10 832, buyers
Shell Transport & Trading Co. Ltd.	100,000	£	1	all 1 825, sellers
Taku Tug and Lighter Co., Ltd.	8,600	Tls.	50	Tls. 50 30
Shanghai Tug & Lighter Co., Ltd.	200,000	Tls.	50	Tls. 50 60, sellers
do. Preference.	100,000	Tls.	50	Tls. 50 50, sellers
REFINERIES.				
China Sugar Company, Limited	20,000	\$	100	all 100 8206, sellers
Eaton Sugar Company, Limited	7,000	\$	100	all 100 835, sellers
Persia Sugar Cultivation Co., Ltd.	7,000	Tls.	50	Tls. 50 70
WHAVERIES.				
H.K. & How, Wharf & Godown Co.	80,000	\$	50	all 50 1014
Shanghai and Hongkew Wharf Co.	20,000	Tls.	100	Tls. 100 2224
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	60,000	\$	100	all 100 8114, sales
S'anghai Land Investment Co., Ltd.	52,000	Tls.	60	Tls. 60 115
Kowloon Land and Building Company	8,000	\$	50	all 50 837, sellers
Well-bellevue Land & Building Co., Ltd.	3,754	Tls.	25	Tls. 25 12, buyers
Humphreys Estate & Finance Co.	100,000	£	10	all 10 8114, sales
West Point Building Co., Limited	12,500	\$	50	all 50 853
TRAMWAYS.				
H.K. High-Level Tramways Co. Ltd.	1,250	\$	10	all 10 8215, buyers
MIXING.				
Société Française des Charbon- nages du Tonkin.	16,000	Fcs.	250	all 250 8490
Raub Ant. Gold Mining Co., Ltd.	200,000	£	1	all 1 1910 834, sales
WOLVES.				
Hongkong Hotel Company, Ltd.	13,000	\$	60	all 60 8132, sellers
Astor House Hotel Ltd. (Nientein).	2,000	Tls.	60	Tls. 60 188
Astor House Hotel Co., Ltd. (S'hai)	80,000	\$	25	all 25 8314
DEEPSEAMING.				
A. S. Watson & Co., Limited.	80,000	\$	10	all 10 813, sales & sellers
Watkins Limited	10,000	\$	10	all 10 86, sellers
LOCKING.				
H.K. and China Gas Co., Limited	7,000	\$	10	all 10 8175, buyers
Shanghai Gas Company, Ltd.	8,000	Tls.	50	Tls. 50 1234, buyers
Hongkong Electric Co., Limited	30,000	\$	10	all 10 8183
New Kowloon (new issue)	30,000	\$	10	all 10 816, sellers
BRICK AND CEMENT.				
Green Island Cement Co., Ltd.	150,000	\$	10	all 10 830
MISCELLANEOUS.				
Belle Asboeck Eastern Agency, Ltd.	8,604	£	19/6	19/6 871, buyers
United Asboeck Oriental Agency, Limited	100,000	£	10	all 10 810
H.K. Steam Waterport Co., Ltd.	15,000	\$	10	all 10 810, sellers
Hongkong Dairy Farm Co., Ltd.	25,000	£	7 1/2	all 7 1/2 816
Hongkong Ice Company, Limited	5,000	\$	25	all 25 8230, buyers
Shanghai Waterworks Co., Ltd.	7,200	\$	20	all 20 8120, buyers
H'kong Rope Manufacturing Co., Ltd.	50,000	\$	50	all 50 8145, or div.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$	10	all 10 819, sellers
Ewe Cotton Spinning and Weav- ing Co., Ltd.	20,000	Tls.	50	Tls. 50 67, buyers
International Cotton Manufactur- ing Co., Ltd.	10,000	Tls.	75	Tls. 75 69
Looc-Kong-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls.	100	Tls. 100 64
Soy Chee Cotton Spinning Co., Ltd.	20,000	Tls.	53 1/2	Tls. 53 1/2 250
China Bank of East Asia Mortgage Co., Ltd.	80,000	\$	10	all 10 83, sales & sellers
China Borneo Company, Ltd.	80,000	\$	12	all 12 810, sellers
Campbell, Moore & Co., Limited	1,200	\$	1	all 1 836
Wm. Powell, Ltd.	12,000	\$	10	all 10 811
Shanghai and Hongkong Dyeing and Finishing Co., Ltd.	1,200	\$	50	all 50 850
South China Morning Post	4,000	\$	25	all 25 830, sellers
OSCAR COMPANIES.				
Phillips & Co., Ltd.	67,500	\$	10	all 10 851
Alphamby Limited	331	£	50 1/2	all 50 1100
LOANS.				
Chinese National 1898	Tls. 787,200	Tls.	250 1/2 % p. annum	Par.
VERNON & SMITH, Share-Brokers				
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INSURANCE.				
Fire Office Co.	Fed.	10,000	\$	250
			\$	50
			\$	250

China Traders' Insurance Co., Ltd.	24,000	83.33	25	896, sellers
North-China Insurance Co., Ltd.	10,000	12	5	Tls. 234, sales
Union Insurance Society, Ltd.	10,000	150	100	\$800, sellers
Yangtze Insurance Association, Ltd.	8,000	100	60	\$180
SHIP INSURANCE.				
China Fire Insurance Co., Ltd.	20,000	100	20	\$85, buyers
Hongkong Fire Insurance Co., Ltd.	8,000	250	50	\$800, sellers
DOCK, ETC.				
H'kong & Whampoa Dock Co. Ltd.	60,000	50	all	\$163
Geo. Fenwick & Co. Limited.	18,000	25	25	\$21, ex div.
Amoy Dock Co., Ltd.	10,000	81	81	\$169, buyers
S. C. Farnham, Boyd & Co. Ltd.	55,700	Tls. 100	Tls.100	Tls. 128
STEAMBOAT, WUG, ETC.				
China and Manilla S. S. Co., Ltd.	80,000	25	25	\$180, or div., sales
Douglas Steamship Co., Limited	20,000	50	all	\$40, buyers
H.K. C. and M. Steamboat Co., Ltd.	80,000	15	15	\$24
Indo-China S. N. Company, Limited	80,000	10	all	\$94, sellers
Star Ferry Company, Ltd.	10,000	10	10	\$34, buyers
Shell Transport & Trading Co. Ltd.	10,000	10	5	\$23, sellers
Takui Tog and Lighter Co., Ltd.	2,500	1	2	24/-
Shanghai Tog & Lighter Co., Ltd.	200,000	Tls. 50	Tls 50	Tls. 30
do. Fraterrease.	100,000	Tls. 50	Tls. 50	Tls. 60, sellers Tls. 50, sellers
SUGAR.				
China Sugar Company, Limited	20,000	100	all	\$206, sellers
Emson Sugar Company Limited.	7,000	100	all	\$55, sellers
Pearl Sugar Cultivation Co., Ltd.	7,000	Tls. 60	T 50	Tls 70
WHEAT.				
H.K. & How. Wharf & Godown Co.	30,000	50	all	\$101 1/2
Shanghai and Hongkong Wharf Co.	10,000	100	Tls.100	Tls. 222 1/2
12,000	Tls. 100	Tls.100		
LAND AND BUILDING.				

Investment Co., Ltd.	52,000	7/15	60	7/15	50	7/15	11
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Kowloon Hotel and Swimming Co., Ltd.	8,000	6	50	30	437	callers
Well-to-Well Land & Building Co., Ltd.	3,764	7	25	12	12	buyers
Humphreys, Estate & Finance Co., Ltd.	150,000	2	10	all	311 1/2	sales
West Point Building Co., Limited.....	12,500	6	50	60	363	
TRAMWAYS						
M.K. High-Level Tramways Co., Ltd.	1,250	1	10	all	321 1/2	buyers
HOTELS						
Scotiés Francaise des Charbon-	16,000	For	250	all	\$400	
nages du Tonkin.....						
Ramb Aunt, Gold Mining Co., Ltd.....	200,000	2	1	12/10	33 1/2	sales
HOTELS, ETC.						
Hongkong Hotel Company, Ltd.....	12,000	5	60	all	3132	callers.
Astor House Hotel, Ltd. (Hankow),	8,000	1	15	15	125	
Astor House Hotel Co., Ltd. (Shanghai)	80,000	1	25	25	321 1/2	
MISCELLANEOUS						
A. S. Watson & Co., Limited.....	80,000	10	10	10	313, sales & sellers	
Watkins Limited.....	10,000	10	10	19	37, callers	
MISCELLANEOUS						
H.K. and China Gas Co., Limited.....	7,000	10	50	all	317 1/2	buyers
Shanghai Gas Company, Ltd.....	8,000	10	50	15	123 1/2	buyers
Hongkong Electric Co., Limited.....	30,000	10	10	10	313 1/2	
New Electrician (new issue)	30,000	10	10	10	316	sellers
RUBBER AND CEMENT						
Green Island Cement Co., Ltd.....	150,000	10	10	10	330	
MISCELLANEOUS						
Bull's Ashokan Eastern Agency,	8,601	2	12/8	14/8	37 1/2	buyers
Ltd.,						

Oriental Agency,	2,000 ord's	10	4.89
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H.K. Steam Waterbury Co., Ltd.	15,000	7	10	10	115, sellers
Hongkong Dairy Farm Co., Ltd.	55,000	7	10	6	116
Hongkong Ice Company, Limited	1,000	55	all	10	buys
Shanghai Waterways Co., Ltd.	7,200	40	2	3	143, buyers
Shanghai Rope Manufacturing Co., Ltd.	10,000	50	all	1143, ex div.	
Hongkong Cotton Spinning Co., Ltd.	125,000	10	10	119	117, sellers
Ewo Cotton Spinning and Weav.	20,000	Tls. 50	Tls. 6	Tls. 67, buyers	
Ing Co., Ltd.					
International Cotton Manufactur.	10,000	Tls. 76	Tls. 75	Tls. 60	
Ing Co., Ltd.					
Kao-Kong-Mow Cotton Spinning	8,000	Tls. 100	Tls. 100	Tls. 64	
and Weaving Co., Ltd.	1,200				
Soy Chee Cotton Spinning Co., Ltd.	2,000	Tls. 533	Tls. 6	Tls. 250	
China Provident Loan Mortgage	800,000	10	10	10	89, sale; & sellers
Co., Ltd.					
China Rosene Company, Ltd.	60,000	13	12	110, sellers.	
and Weaving Co., Ltd.	1,200	1	all	138	
Campbell, Moore & Co., Limited	12,000	10	all	111	
Wm. Powell, Ltd.	3,000				
Shanghai and Hongkong Dyeing	1,200	50	5	50	
and Cleaning Co., Ltd.					
South China Morning Post	6,000	25	25	230, sellers	
ORGAN COMPANIES.					
Philippine Co., Ltd.	67,500	10	10	101	
Alhambra Limited	530	50	5	110	
LOANS.					
Chinese Imperial 1898	Tls. 707,200	Tls. 250	7	p. annum	Shs.
VERNON and SMITH, Share-Brokers					

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